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teamwork by labor and capital to get along the whole line will put the thing over.

If there are ten billions of dollars of new construction ready to begin on terms that permit the work to be done there is no doubt that this would mean employment on that score for at least 2,000,000 men during the rest of this year and the next two years. And the economic results of such employment with its fresh buying and consuming power would so spread themselves into every nook and cranny of the country that there is no denying with exact mathematics what this would come to mean in other employment and other buying power created far and wide by the 2,000,000 wage earners tackling the national job of setting both the housing shortage and the employment shortage.

Saratoga Battlefield.

It was on October 17, 1777, that the ambitious and strategically sound plan of Lord Howe and General Burgoyne to separate New England from the other colonies by establishing a line of British occupation from Canada through Albany and thence down the Hudson came to a sensational end in the surrender of Burgoyne's army to the Americans under Gates at what is now Schuylerville, in Saratoga county.

Above the spot where this capitulation was made a lofty monument stands. In the distance are Freeman's farm and Bemis Heights, where the fighting took place. On the four sides of the monument are recesses for four statues. Three of them are filled. They hold the effigies of GATES, SCHUYLER and MORGAN. The fourth is not occupied. It never will be. It is at once a lasting memorial to the gallantry and services of one who did much for his country and an enduring reproach to his treason. In this now vacant space would stand the statue of BENEDICT ARNOLD, who earned much and forfeited all; the man who could support the agony of wounds, unperturbed face death in the wilderness and in the field, but could not withstand the impulses of thwarted ambition or curb the promptings of a vengeful spirit.

The field of the fighting which sealed the fate of Burgoyne's expedition is intelligently preserved and marked. Patriotic societies and individuals have erected stones with suitable inscriptions to guide visitors in following the progress of the engagements. Some of the structures which were used in the battle are still standing, with furniture as it was when the fights were in progress. Indeed, the spot where the plan to isolate New England from the other colonies was brought to failure remains practically unchanged, a shrine for all lovers of their country, a memorial to the brave men of the countryside who answered the call to arms and by their constant attacks on the invader, by STARK's success over BAUM at Bennington, and finally by compelling the surrender of Burgoyne, revived the spirits of the hard pressed patriots and gave to the world understanding of the seriousness of their purpose and of their capacity in arms.

Senator CALDER has introduced in Congress a bill for a survey of the battlefield and the compilation and preservation of records and data concerning the campaign which culminated there. This would be preliminary to the acquisition of the field by the Government and its erection into a national memorial. This should have been done long ago; the nation has been derelict in conserving this historic site. It would be highly appropriate to begin the work of acquisition now and to dedicate the park on the 150th anniversary of Burgoyne's surrender, which will come in 1927.

Uses of Vaudeville.
Vaudeville has always been a perfectly comprehensible part of our national system of amusements else it could not have become firmly established in this country. At a cost usually lower than the rates of the theatres it has supplied varied and usually harmless diversion to its patrons. Its purveyors in recent years have jealously protected their programmes from whatever might give offence. It is characteristic of vaudeville in the United States that it has become a family amusement. This is not true of the café-concert in France, the Tingeltangel in Germany or the vaudeville productions of other lands. Only in this country may vaudeville be justly called domestic.

To comprehend the permanence and moreover the importance of this branch of amusements in the United States it is necessary only to realize that the B. F. Keith Vaudeville Circuit is now preparing to celebrate the thirty-third year of its existence. This organization and its ramifications stretch all over the United States, so that the anniversary will be extensively observed. The celebrations will have cultural and patriotic features which are designed to be of benefit to the patrons of the theatres; therefore nearly every city of importance in the country will share in these additional advantages.

There never was a time in its history when the purpose of vaudeville in amusements was as important as it is today. Wise managers are convinced that the public is seeking entertainment at moderate prices. Industrial conditions make it impossible for patrons of the theatres to pay as much for pleasure as they spent in the last three years.

This state of feeling prepares for

teamwork by labor and capital to get along the whole line will put the thing over.

If there are ten billions of dollars of new construction ready to begin on terms that permit the work to be done there is no doubt that this would mean employment on that score for at least 2,000,000 men during the rest of this year and the next two years. And the economic results of such employment with its fresh buying and consuming power would so spread themselves into every nook and cranny of the country that there is no denying with exact mathematics what this would come to mean in other employment and other buying power created far and wide by the 2,000,000 wage earners tackling the national job of setting both the housing shortage and the employment shortage.

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the vaudeville theatre a new mission. It can meet the demand for less expensive entertainment as no other form of theatrical enterprise can. Luckily there will be an ample supply of this kind of entertainment. The Shuberts have recently begun to devote a part of their far reaching theatrical apparatus to vaudeville performances, and with other concerns also at work in this field there should be no shortage of this democratic diversion, which has acquired new importance for its audiences.

America Awheel.

In the first six months of 1921 there were registered in the forty-eight United States and the District of Columbia 9,245,195 passenger automobiles, trucks and commercial vehicles, 28,114 trailers and 177,234 motorcycles. For the registration of these vehicles and for drivers' licenses \$108,213,165 was paid into the public treasuries. This sum was \$6,000,000 more than the receipts from similar sources in the twelve months of 1920. Of the money collected for motor car registration and drivers' licenses last year \$97,671,742 was available for road work. The first six months of this year yielded \$101,793,416 for this purpose.

These figures testify to the constant and steady increase in the popularity of the automobile. Statistics will be able to erect on them a convincing picture of the industry which produces them. Those who do not live in a world of figures, however, will still get from the endless stream of vehicles on any well paved highway near New York their most vivid picture of America awheel.

Private Pocket Docks.

Presidents and other officers of steamship companies have been telling the Meyer investigating committee more about what the city does not get for its pier leases but what private pockets do get.

EDGAR F. LUCKENBACH, president of the Luckenbach Steamship Company, had no end of trouble trying to lease from the city the piers he wanted, because he was declared to be a profiteer. But, he testified under oath, he was approached by a man who said he could fix up a pier lease for him in Brooklyn for \$50,000. The \$50,000 would not go to the city but would go to the fixer or to somebody for whom the fixer was acting. Mr. LUCKENBACH says he refused to faten the private pockets; he didn't get the pier.

The Kerr Steamship Company, according to the testimony of ALBERT E. CLEGG, vice-president, did pay \$34,500 into the private pocket of "some one" and did get the pier.

The Oriental Navigation Company wanted a permit for a Hudson River pier and according to the testimony of JAMES F. GILL, the treasurer, was able to get it after paying \$12,500 into a private pocket.

The French Line was unable to obtain the piers required for its great passenger and freight business, as testified by OSCAR R. CAUCHOIS, assistant general representative of the company in this country. So he was compelled to divert various vessels with their cargoes to Boston and Philadelphia.

But the France and Canada Company, which, according to previous testimony, put \$25,000 into a private pocket for a pier, was able to make \$251,806 out of it in 1919 and \$180,099 in 1920.

AND FRANK J. HOEY, a former steamship company clerk who could get pier leases from the city for a song, could sublet them at such enormous profit that there were hundreds of thousands of dollars in it for him—or for somebody. So the firm which he established for his easy money dock business had bank deposits from 1918 to 1921 of \$659,000. His own bank deposits for the same period were more than \$1,000,000.

The public dock system in which so many tens of millions of the city's money has been invested is not much of a business proposition for New York under such circumstances. The municipal treasury is out by what it might get if the gratters and the subletters did not get it. The port of New York is out by what shipping commerce is driven away to other ports. The business houses of New York are out by what trade is lost for them, and our labor is out by what work is done elsewhere instead of here.

But this kind of dock business is a gold mine for the private pockets into which are poured the fabulous fortunes coming to them out of the public dock system of New York if the public thinks this is what its great dock system is intended to be.

There are three weeks more in which the voters of New York can make up their minds whether they want another four years of municipal business mismanagement under which such things can be, or whether they want a new Mayor, a new deal and a chance for the city to get all that is coming to it from its great dock system.

Hauptmann Not a Politician.

The German poet and playwright GERHART HAUPTMANN acknowledges that he is no politician and then sets about to prove his assertion by saying that he is not going to run for the German Presidency because he is "utterly inexperienced in practical politics and has no desire for a better acquaintance."

The reason for this statement is the frequent and very persistent report from Berlin that Herr HAUP-

MANN was seeking the highest political honors of his country. There are few men whose names are better known in Germany. His extreme independence in the past and his freedom of expression in governmental matters several times brought him into a clash with the Hohenzollerns. He championed the cause of the people rather than that of the privileged classes in some of his most read works, and though he has grown in wealth from the success of his writings and his dramatic works he never forgot that his grandfather was a weaver or that his father was a hotel keeper.

He shared with SUBERMANN the distinction of being looked upon as a prophet in his own country and of having a fame that reached over its border. He was above all "a harder working man than a peasant," as he once expressed it. HAUPTMANN is admired by the German "Intellectuals" and he is immensely liked by the German people. On the face of it there appears no man whose personal popularity is greater and no man, if properly groomed and advised for the race, who might draw a heavier vote.

Why Herr HAUPTMANN so promptly punctured his own political boom may be laid to an understanding of the conditions confronting him. What Germany most needs as a leader is a man of action, not a man who has spent most of his life in the seclusion of the study with his books for companions. Besides, the brief administrative career of his Italian brother in letters D'ANNUNZIO must have convinced him that the ways of the poet and the politician lie far apart.

But in spite of his denial of political ambitions the suggestion of his name for public service in office is still heard in Germany, where men anxiously seeking leadership are not to be deterred by the mere announcement that the object of their desire has no ambition for public place. It sometimes happens that the necessity for denial imposed by circumstances on men has opened the door through which those honestly devoted to private life have been forced into political place.

The typewriting championship of the world is to be decided at the National Business Show which opens in New York city today. Several speed artists from Europe will attempt to dethrone GEORGE L. HOSFELD, the American title holder. It is a contest worth holding, for quick and accurate typewriting plays an important part in modern business transactions.

A writer in a current publication undertaking to instruct his readers as to the boundaries of Greenwich Village puts within them Washington Square and territory south of it. Correct, except that Washington Square and the territory south of it are not and never were in the Village, and no part of the square or the territory south of it even adjoins the Village.

It can at least be said of long range weather prophets that they are a precise and fearless lot. A number of professional climatologists are severely reported as declaring forthrightly: "It is not unreasonable to expect next winter to be cold"; "hoarding of large supplies of nuts by squirrels is not a sign of cold weather"; "it requires about ten years to turn the gamut of all the elements." It is comforting to have the matter thus definitely settled.

Those who like to analyze Senatorial votes and to attribute motives therefor will probably seek some significance in the fact that on the roll call on the Panama Canal toll question every "Me" in the Senate voted against free tolls; McCORMACK, McCARROLL, McKINLEY, McREYNOLDS and McKIMM, a Democrat.

Zion City is to tax roosters. On a sliding or trombone scale, no doubt; the earlier in the morning a rooster announces that he has brought or is about to bring the sun above the horizon the higher he is taxed.

The Cheapest Sea Carrier.

TO THE NEW YORK HERALD: The tramp steamer owned by a corporation the shares of which are owned by shipbuilders and their employees, exporters and importers and their employees, the captain and other officers and employees, can be and has been the cheapest carrier known.

Our merchant marine seems to require government aid and ship brokers' assistance in Washington on Armistice Day "as a guest of the nation" in connection with the burial of an unknown American soldier of the American Expeditionary Forces in France. N. C. S. CINCINNATI, Conn., October 15.

The Gleaners.

Patient, persistent, silent, slow, Swart with their toll the gleaners go, Missing no fallen autumn spear, But garnering, 'gainst winter's sting, The golden harvest of the year.

The sky is canopied with haze That glorifies the autumn days; From out the saffron stubble, hark! Upon the ear rings full and clear The rapture of the meadow-lark.

The dry cicada plays his thin Staccato on his violin: The merry cricket tunes his reed; The grasshopper, with freaksome whirr, Is like a tiny winged steed.

In stack and stook behold the grain, And high-heaped on the waiting wain! Wide gaps await the granary door; While 'mid green boughs are gabled mow, And the uncumbered threshing-floor.

Thus ardent mien bears us back Along the cloudless summer track; Again we hear and see it all, And in its mesh are caught afresh— The immortal harvest thrall.

And though mists gird us, dark and dense, Ours is the precious opulence Of days when meadow-ways were fair; And for the yield of earth and field Our hearts we raise in praise and prayer.

The reason for this statement is the frequent and very persistent report from Berlin that Herr HAUP-

teamwork by labor and capital to get along the whole line will put the thing over.

Quick California Mails.

Another Evidence of the Improved Postal Service.

TO THE NEW YORK HERALD: After reading in your paper of October 3 the experience of "E. T. C." with the improved postal service I wish also to add that my New York Herald is delivered to me daily by mail at Carmel, Cal., within five days of its issue at New York city.

THE NEW YORK HERALD of October 4, 1921, I received at Carmel the afternoon of October 3. This is exceptionally good service as Carmel is more than sixteen miles from the main line of the Southern Pacific Railroad and five additional miles by stage from Monterey, our nearest railroad station. We all appreciate here very much this splendid service.

C. H. YATES, CARMEL, Cal., October 5.

Complaint of a Motorist.

Treated Discourteously, He Says, for Missing a Traffic Signal.

TO THE NEW YORK HERALD: Never until Columbus Day, 1921, did I realize the social and economic standing which attaches itself to a New Yorker.

I was crossing Grand Concourse by the way of Fordham road, driving a silver sedan bearing Connecticut markers. The night was cold and the windows were to protect my sick child and aged wife from the first blast of winter. In this way I missed the blast from the policeman's whistle.

"Halt! you luncheon, and open up that door! Do you want to spend the night in the lockup? I have more trouble with youse blokes from Connecticut."

At length I began to realize my mistake as this New Yorker expounded the traffic laws of his city to me. I escaped the lockup, but with shattered nerves and broken morale I reached home unsteadily.

B. CHASE, COS CON, Conn., October 15.

Not Tremont, at Any Rate.

The Race Horse Found Between Cab Shafts May Have Been Banquet.

TO THE NEW YORK HERALD: Your reference to the great horse Tremont suggests: Was it so that years after his racing career a horseman who had won much on him found him between the shafts of a cab and bought him and provided for his last days in peace and ease?

Some say the town was Louisville; others London, and yet others Manchester. P. J. O'KEEFE, CHICAGO, Ill., October 14.

Tremont was retired to the Belle Mead Stud near Nashville, Tennessee, where his racing career ended. He never did duty as a cab horse. There was a story current in New York twenty years ago that the great gelding Banquet, which M. F. Dwyer took to England and lost in a claiming race, was afterward seen between the shafts of a London cab. It has never been established as true.

Consider This Stovepipe.

With All the Unemployment There Is Nobody to Mend It.

TO THE NEW YORK HERALD: Much has been said and much more written in the past few months on the subject of unemployment. Why is it, then, that it is almost impossible to get any work done?

We have been trying for weeks to get a stovepipe repaired and are continually put off by promises but no fulfillment. If there are so many unemployed, why so much demand to have work done why cannot the two be linked up together so that the work can be done? The same situation holds with regard to plumbing repairs and all sorts of odds and ends of like character.

It begins to look as if the hue and cry of unemployment was more or less descriptive of a condition which is mythical, or at any rate voluntary, because there are certainly few willing hands among those who are not actively employed.

SUNNY G. KOON, NEW YORK, October 15.

Has the Medal of Honor.

A Civil War Hero to Be the Nation's Guest on Armistice Day.

TO THE NEW YORK HERALD: One of your correspondents writes of a civil war veteran "who is probably the only living veteran entitled to wear the Congressional Medal of Honor."

You may be interested to know that Professor Eli Davidson Woodbury of this town, for nearly half a century a loyal instructor of the old Episcopal Academy of Connecticut, possesses one of these medals, awarded him by Congress because at the battle of Cedar Creek, October 19, 1864, he captured and brought to headquarters four prisoners and the colors of the Twelfth North Carolina Infantry.

He has recently been invited by the Secretary of War to attend the ceremonies in Washington on Armistice Day "as a guest of the nation" in connection with the burial of an unknown American soldier of the American Expeditionary Forces in France. N. C. S. CINCINNATI, Conn., October 15.

The First Amosaro.

TO THE NEW YORK HERALD: It is not a matter of very great importance whether the excellent Strakosch "Alma" performance was incomparable or whether the underdog considers Mr. Gatti-Casazza's magnificent, but for the sake of accuracy permit me to point out to Mr. Livingood that Mr. Del Puente was not the Amosaro of the first performance given in February, 1874, the part being superbly sung and acted by the great artist who is still among us—Victor Maurel. JACQUES MATTHE, ST. LOUIS, October 15.

The Issue in Germany.

TO THE NEW YORK HERALD: The letter from S. Miles Borton, dated Berlin, September 16, gives light on the present attitude of the German mind and should receive wide and careful consideration in our country.

The world struggle to-day is between the ideals of Abraham Lincoln and those of Karl Marx. E. D. AUSTIN, NEW YORK, October 15.

Three Tragedies.

From the Athenian Thebanus Cant. In a man's life there are three tragedies. The first is when he decides how to die for Lord Pausanias' curia and maxima deities elsewhere because they're too cute. The second is when the high school teacher can't live without marriage and he doesn't die. The third is his shape is a bathing suit.

teamwork by labor and capital to get along the whole line will put the thing over.

Americans to Pass Winter in Riviera

Mr. and Mrs. Henry Brevoort Kane and Miss Florence B. Kane, Sculptor, to Join Sojourners There.

SPECIAL CABLE TO THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. New York Herald Bureau, London, Oct. 15.

Miss Florence B. Kane, an American sculptor, is visiting at Aix-les-Bains until her parents, Mr. and Mrs. Henry Brevoort Kane of New York, arrive to spend the winter in the Riviera.

Mrs. S. Barton French, who remained in Paris to attend the wedding of the Princess Xenia and Mr. William B. Leeds, has opened her villa in the Riviera for the winter.

Miss Miriam T. Fenno